



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Legislation Committee

DATE: June 10, 2005

FR: Executive Director

RE: Revision to the Bay Area Partnership Resolution: Resolution No. 3509

This memo recommends an update to the Bay Area Partnership resolution to add membership criteria and a process for addressing new membership requests.

Background

In October 2002, the Commission formally constituted the Bay Area Partnership through a resolution, outlining its basic roles and contributions with respect to the Commission's regional transportation responsibilities and decision-making structure. In addition, Attachment A to the resolution identified the Board composition.

Since that time, there have been requests by agencies, such as various local public works directors and the Transbay Joint Powers Authority, to join the Partnership. The most recent request led to a several month effort by the Partnership and its subcommittees to better define the process and eligibility criteria for members of the Partnership.

The challenge of the Partnership continues to be striking a balance between 1) including all public agencies responsible for moving people and goods in the Bay Area as well as protecting the environment, and 2) retaining a manageable sized group that can thrive on mutual interest and cooperation. The recent discussions included a review of the original charter of the Bay Area Partnership to ensure that any membership criteria developed would consider the objective of the Partnership. In addition, the group discussed a series of issues including the size of the Board, the need for collaboration and diverse interests, multi-modal balance, and formal versus informal structure and processes.

As a reminder, the resolution that constituted the Bay Area Partnership states that the "Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission."

In the end, the consensus was to amend the current resolution to include a clear process and criteria for membership that was most inclusive for public agency representation. This was deemed to best meet the objective of the Partnership. We anticipate receiving future agency requests to join the Partnership that will be assessed against this process and approved or denied by the Partnership Board.

Recommendation

Staff recommends that the resolution that formalized the Bay Area Partnership be amended to include membership criteria that is inclusive for public agency, transportation stakeholder participation subject to the process and criteria established in Attachment A. The eligibility criteria require consistent participation at the Board and its subcommittees, as critical to the effective functioning of the Board. The criteria also permit a group of public agencies (i.e., public works directors) to be represented by a subset of their number, in an attempt to keep the Partnership Board to a manageable size.

Staff request that the Legislation Committee refer Resolution No. 3509, Revised to the Commission for approval.

Steve Heminger

Attachment

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Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

ABSTRACT

Resolution No. 3509, Revised

This resolution adopts the formal designation of the Bay Area Partnership in its advisory role to MTC.

Attachment A was revised on July 23, 2003 to add four public works directors to the Bay Area Partnership.

Attachment A was revised on June 22, 2005 to replace specific member agency representatives with criteria and process for requesting membership in the Bay Area Partnership.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated October 4, 2002 and June 10, 2005.

Date: October 23, 2002
W.I.: 1113
Referred by: POC

RE: Formalizing the Bay Area Partnership

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3509

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-240) and California Senate Bill 45 (Statutes 1997, Chapter 622) introduced substantial new funding flexibility in the expenditure of federal and state gas tax funds previously reserved primarily for highway purposes; and

WHEREAS, with nine counties, 101 cities, 1,400 miles of highway, 20,000 miles of local roads, eight toll bridges, three major commercial airports, five public seaports, and 21 public transit agencies, the Bay Area's varied natural topography and institutional complexity place a premium on cooperation and partnership among the public agencies responsible for delivering transportation projects and services; and

WHEREAS, the Bay Area Partnership (hereinafter "the Partnership") was informally established in 1992 to capitalize on ISTEA's new funding flexibility and to overcome institutional barriers to efficiently operating, adequately maintaining, and strategically expanding the metropolitan transportation system; and

WHEREAS, the Partnership consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality; and

WHEREAS, throughout its 10-year history, the Partnership and other institutional alliances nurtured within it have achieved many notable successes, such as instituting the freeway service patrol and callbox programs, implementing the TravInfo® traveler information and TransLink® universal transit ticket projects, designing a multi-modal screening and ranking system to program new federal and state flexible funds, and developing consensus on long-range transportation plans and other major policy issues; and

WHEREAS, the Partnership has been recognized by the American Planning Association for “outstanding efforts in forging interagency cooperation” and by the National Association of Regional Councils with a Distinguished Achievement Award; and

WHEREAS, the Commission recognizes the need for close collaboration among members of the Partnership in order to address the many challenges facing the Bay Area in the areas of transportation, land use, and sustaining the region’s quality of life; and

WHEREAS, following adoption of the 2001 Regional Transportation Plan, members of the Partnership recognized the need to review its mission, membership composition, committee structure, relationship to Commission policy actions, and other areas where opportunities exist for improving its contributions to the region; and

WHEREAS, that review has been completed, with the assistance of an outside consultant, and the review recommended changes in how the Partnership conducts its business in three basic areas: roles and responsibilities, participation by member agencies, and organizational structure; and

WHEREAS, one of the recommended actions is for the Partnership to be formally constituted by a resolution of the Commission, and that the nature and timing of the Partnership’s interaction with the Commission be specified therein; now, therefore, be it

RESOLVED, that the Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission; and, be it further

RESOLVED, that the Partnership shall be composed of the chief staff officer for each of the agencies listed in Attachment A, which is incorporated herein by reference as though set forth at length, and which may be amended by the Commission from time to time as necessary; and, be it further

RESOLVED, that the Partnership shall meet at least three times per year, and shall report quarterly to the Commission at its regularly scheduled meeting on timely issues and topics, and provide comments and perspectives at any time that help inform and enhance the Commission's framework for decision-making; and, be it further

RESOLVED, that the Partnership may establish committees to assist in the conduct of its business including, but not limited to, (1) a committee to address finance, planning and related legislative issues, (2) a transit coordinating committee to fulfill the requirements of Section 29142.4 of the Public Utilities Code, and (3) special purpose committees to oversee the implementation of regional system management programs; and, be it further

RESOLVED, that the Commission directs its Executive Director to provide necessary administrative support to the Partnership and its committees in cooperation and with the assistance of other Partnership agencies; and, be it further

RESOLVED, that the Commission directs its Executive Director to transmit copies of this Resolution to the members of the Partnership and other interested parties.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on October 23, 2002.

Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

Attachment A
MTC Resolution No. 3509
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Bay Area Partnership – Membership

The Partnership shall be composed of the types of public agency representatives listed below that meet the eligibility criteria and are confirmed through the membership process as described below.

Process: Agencies eligible for membership who are not currently members must request membership through the Chair of the Partnership Board. If accepted for membership by the Partnership, MTC staff will update its Partnership roster to reflect the new membership. The Partnership shall consider the eligibility criteria below when voting on membership requests.

Eligibility:

1) A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land use-based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

2) A chief staff officer may represent multiple agencies but has only one vote on the Bay Area Partnership Board.

3) A group of public agencies may nominate representatives for the group rather than have independent representation for each member (e.g. city/county Public Works, small transit operators, seaports, etc). This group nomination process can occur through the Transit Finance Working Group, Joint Finance Working Group, or Streets and Roads Committee, or other appropriate venue, for recommendation to the Partnership Board. This approach may be preferred by the Partnership for transportation interests whose sheer number and geographic dispersion of potential members may hinder consistent and effective participation in Partnership Board and subcommittee meetings.

4) A member is expected to participate in the Board on a regular basis and have staff participate regularly in the Partnership Technical Advisory Committee and its working groups.